

NORTH END / WEST END

ROADWAY SYSTEM

This portion of the core includes both the North End and the West End. The North End is a primarily residential neighborhood of narrow, dense streets. It includes some of the oldest streets and buildings still standing in Boston proper. Many buildings have commercial uses on the ground floor. The North End is known for its abundance of Italian restaurants and old-fashioned grocery stores. Both the North End and the Bulfinch Triangle are designated National Historic Register Districts. The Bulfinch Triangle originated from a street pattern designed by the noted architect Charles Bulfinch in 1807. The West End was a similar neighborhood until it was razed in the 1950s to make room for a massive urban renewal project that included high-rise housing and an expanded Massachusetts General Hospital (MGH). There are no major through streets that penetrate the North End. Commercial Street, with two lanes in each direction, goes around the North End's perimeter. North Washington Street is the only connection from Charlestown to the core, and is the highest volume roadway in this district. Hanover Street is the commercial heart of the North End neighborhood and is replete with shops and restaurants.

Roadway Volumes in North End/West End*

Hanover Street	3,000
Commercial Street	9,000
N. Washington Street	23,000
Merrimac Street	2,000
Causeway Street	9,000

Source: CTPS

*Estimated daily traffic at a representative point

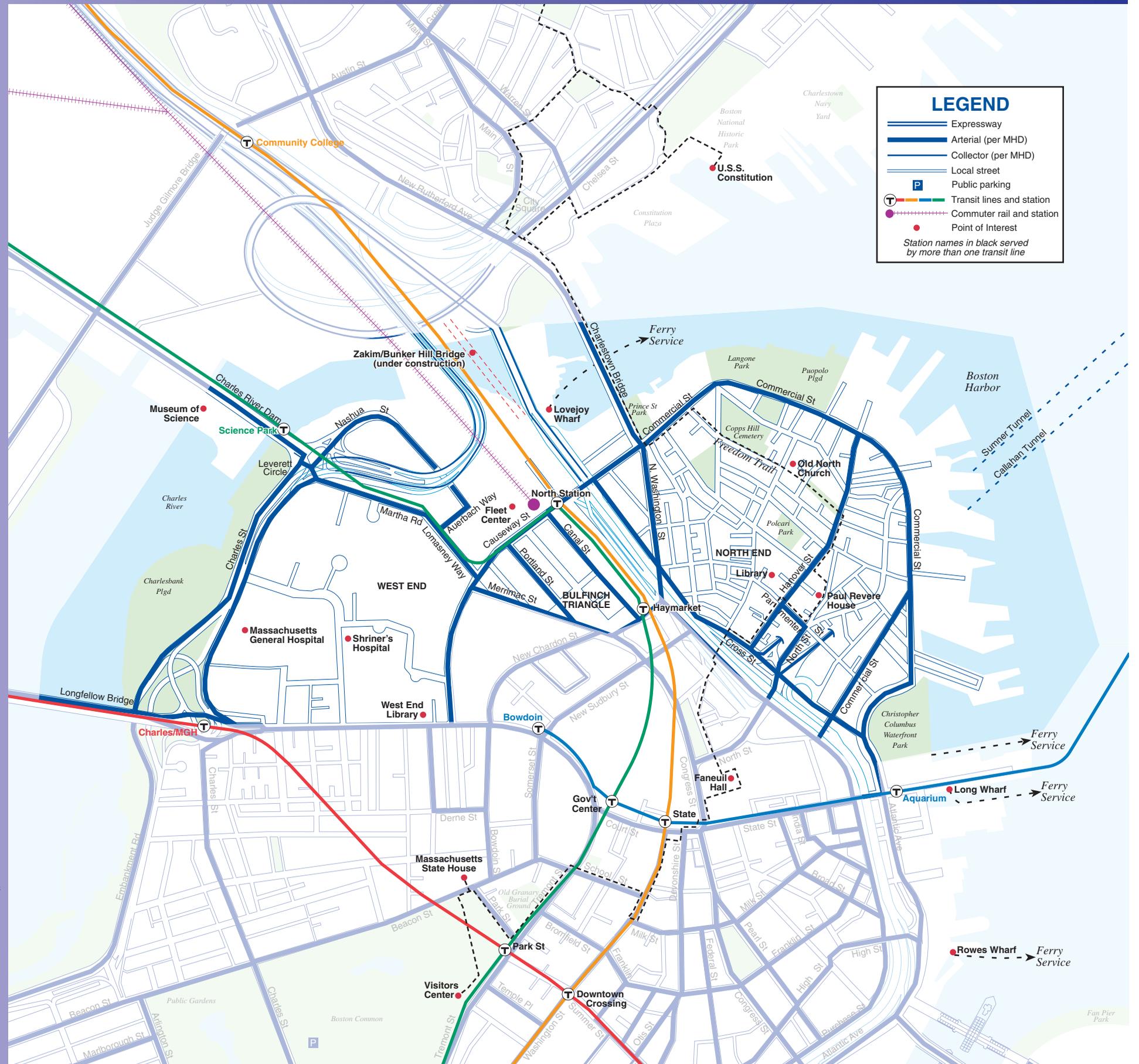
The North End and West End are approximately one-half and one-third of a square mile respectively. The district around North Station and the Fleet Center, located between the North and West Ends, has a significant amount of employment. MGH is the single largest employer in the district. With an estimated 33,000 jobs and 14,200 residents, the North End/West End has both a significant residential and employment base. According to the U.S. Census, the population of the North End/West End district has remained relatively stable since 1980.

Employment Areas in North End/West End

Mass General Hospital	16,200
North End	5,800
North Station/Bulfinch Triangle	11,300
TOTAL JOBS	33,300

Source: 1996 CTPS site-level employment database

Virtually all trips within the North End/West End are walk trips, as are 80% of the trips to the rest of the core. These types of very short trips account for more than half the total trips, and are due to the compact nature of the neighborhoods. The North End/West End neighborhoods have a fairly equal geographic distribution of trips, with the highest percentage occurring within the neighborhood. Almost 50% of all trip types (ie: to and from home



LEGEND

- Expressway
- Arterial (per MHD)
- Collector (per MHD)
- Local street
- Public parking
- Transit lines and station
- Commuter rail and station
- Point of Interest

Station names in black served by more than one transit line

TRANSIT NETWORK



and work) within the North End/West End are made by walking.

Distribution of Trips and Mode Shares in North End/West End

	Auto	Transit	Walk
All destinations and purposes	33%	20%	47%
City Average	51%	19%	30%

("walk" mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
29%	Within Neighborhood	6%	0%	94%
23%	Rest of Core	10%	10%	80%
13%	Rest of Boston	53%	44%	3%
21%	Inner Communities	54%	43%	4%
13%	Outer Communities	77%	23%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
21%	Home	20%	14%	65%
43%	Work	43%	30%	27%
36%	Other	28%	13%	59%

Located adjacent to the FleetCenter, North Station is a commuter rail, subway and bus station. Currently under construction is a significant upgrade of the MBTA's subway, bus and commuter rail facilities at North Station. When complete, these changes will provide cross-platform transfers between the Green and Orange Lines, as well as underground access to North Station. These changes will serve downtown businesses and tourist attractions, as well as events at the Fleet Center, the home of the Bruins and Celtics, and one of the largest entertainment facilities in New England. With more than 200 annual public events, the FleetCenter brings well over three and a half million people each year into this neighborhood.

The Green and Orange lines stop at Haymarket station, adjacent to the North End. Haymarket also serves as a bus depot primarily for express buses coming from the North Shore. The West End is served by the Charles/MGH station on the Red Line and Science Park station on the Green Line. There are only two bus routes that travel into these neighborhoods. Both run in peak hours only, and have low ridership compared to other MBTA routes. Route 6 uses Commercial Street and Hanover Street, and Route 4 loops in front of North Station.

Daily MBTA Use by Station or Route*

Rapid Transit			
North Station	13,200	Haymarket	8,600
Charles/MGH	7,700	Science Park	1,350

Commuter Rail

North Station	25,500
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Bus Routes

4	North Station – World Trade Center	150
6	South Boston Waterfront - Haymarket	400

*Boarding counts only. Source: MBTA and CTPS